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MORNING EDITION

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TELEPHONES

1214—Editor, Department	1214
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1205—Business Department	1205
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1205—Accounting Department	1205

A. WEST, Manager

TUESDAY, MARCH 16, 1915

Has the "big push" begun?

Britain is not buying off the blockaders.

The Dresden has been converted into a submarine.

The submarine blockade seems to be particularly hard on the submarines.

The price of wheat having gone down, the price of flour goes on going up.

Austria seems to assume that its Italian border needs defending. Austria may have guessed right for once.

Mr. Nelson Spencer, M.P.P., seems to have been by a long way the most generously relieved man in the district of Medicine Hat.

The Dresden only lasted five minutes when the Glasgow and the Kent got it within range. The Glasgow, by the way, is of the British type.

The iniquitous rogues evidently think they can make money by competition with the street railway. To legitimate them off the streets. To admit to them it.

Mr. Kremer's two circulars on the school question baffle him just where and how deserves to land who tries to talk in opposite directions at the same time.

The Young Turks decide to believe the assurances of their German officers that the Dardanelles are impregnable. The naval actions speak louder than words.

Penitence is now attacking what population four successive wars have left Serbia. Fatigue, too, is bound to be a stranger to the land. The Serb cup of bitterness is surely full.

Nineteen percent of "cunde oil" is emitted by Canada. Apparently the oil resources of the province are suffering from the general depreciation of values. Last summer nothing but ready-to-use gasoline was available to gush from the stock brokers' pens.

Sir William MacKenzie repeated in Calgary his promise that the Oliver-St. Paul and the Calgary-MacLeod lines would be built this year. Either the two lines will be built during the present session or the word of Sir William will rank rather lower than the present quotations for common stock.

No doubt the commander of the Dresden will be charged with cowardice for hauling down his flag. Why should he? No one need be afraid to have been done his country and to possibly harm done the enemy, if he and the men under him had gone down with their shattered ship. No man should be blamed for saving life when its sacrifice would gain nothing.

It has been established by documentary evidence that the Dominion government intended to end the "dash to Paris" by building a railway from the west to the ocean. Like the "dash to Paris" the dash on the prairie boats struck a snag. And now the government, like the other dashers are out with the plea that it was the other party that started the war.

An Italian sailing-squadron has put to sea—presumably to preserve neutrality.

Here's hoping the Nibc is of New News when the Prince Edward Friedrich sails out.

The Journal has got so far as to admit that the story about the St. Paul and Beaver River delegation having acted like a party of bar room brawlers was not altogether correct in some particulars. Also that the story was given to it. Are we to infer that the author was that unnamed member of the Provincial Government who it is alleged used the Journal as the means of making an anonymous attack upon Premier Sifton?

The arrest of Detective Springer, of Saskatoon, in the investigation under Justice McLeod, would indicate that the newspaper reports of the proceedings there have not been entirely frank. At any rate, the authorities of the Province of Saskatchewan, it is generally conceded that there is at least a prima facie case of conspiracy against Springer, or he would not have been arrested and held in custody. It may be that the arrest and conviction of McMillan and Pierson in Edmonton, coupled with the confession of Heaton, that opened up police conditions in Saskatoon and led to the investigation which has resulted in the arrest of Springer.

The subject of provincial railway guarantees and railway construction is properly occupying a considerable part of the time and attention of the Legislature. There must be a way, or there may be a profitable settlement, for as settlement depends on profit, without railways there can be no development. The policy of guaranteeing railway bonds, as applied to the Canadian Northern by the Manitoba government and afterwards by the Government of Ottawa, has served measurably well the intended purpose, but, like everything else, it has its drawbacks. The Provinces of Manitoba, Saskatchewan, Alberta and British Columbia have all gone in heavily for railway guarantees and a large railway mileage has resulted as a result of that policy. It was never contemplated, at any rate by the government concerned, that the amount of the guarantee was sufficient to build the railway. It was to have been a very substantial contribution towards the cost; but also to establish the credit of the company so that it could borrow on its own account over and above the amount of the Government guarantee. The Canadian Pacific, the Grand Trunk Pacific from Winnipeg to Edmonton, the Government guaranteed a certain amount of the cost up to a certain limit the company could then go to the remainder, whatever it might be. So long as the money markets were easy this policy was effective, but with the general decline that has taken place it has not been so easy. The Canadian Pacific, the G.T.P. and the Grand Trunk Pacific, with a total of 7,000 miles, have been able to build the railway, and have been able to make a profit on its own credit necessary to enable the line to be built, which is the only justification the enables the railway company to go forward.

Another factor that has to be considered is the cost of the line. The problem is this: the proceeds of the issue of the bonds will be used to construct the railroads or to let matters stand as they are, awaiting the return of former conditions that would enable construction to go forward again when the market is again expected. Whether the proposed lines are merely penetrating new territory no doubt the policy of waiting is to be commended, but in other cases where others are building, and have been for many years and have gone in with the full expectation of having railway communication at a reasonably early date, they have a claim upon the consideration of their fellow citizens.

That would justify the Legislature to decide whether the conditions are such as to warrant the Government going the step of guaranteeing the line, and only assure the construction of the railroads or let matters stand as they are, awaiting the return of former conditions that would enable construction to go forward again when the market is again expected.

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MONS LUTHER BURBANK SEEDS | The Hudson's Bay Company | MOST KINDS BURBANK'S SEEDS, 10¢ PINTS, OR 5 PINTS EACH | Closes Today at 6 P.M. (1)

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Phone 6141—6 P.M. to 12 P.M.

RECEPTION, WAVERS, 35¢

CHRISTIE'S, 25¢

HOTEL, Special, 25¢

CAFFEE, 25¢

MARMALADE, Sherriff's, 75¢

FLOWERS, 10¢ per dozen, 25¢ per bunch, 50¢ per 50 stems, 75¢ per 100 stems, 100¢ per 200 stems

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ROASTED Leg Pork, 14¢

Loins Pork, 17¢

Cured Spareribs, 11¢

Cured Bitterleaf Beef, 16¢

Cured Baked Pork, 12¢

2 lbs. Spareribs, 45¢

Bacon, 10¢ per lb.

Roast Pork, 25¢

1 lb. Bacon, 10¢

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INDEPENDENT ORDER OF FORESTERS—The (Forest) Fraternal Order of the Independent Order of Foresters, men and women at co-operative cost, is a fraternal organization that will pay you to eat the I.O.F. east from the Rockies. See us, we like to be seen in Edmonton.

EDMONTON LODGE NO. 7, A.F. & A.M., G.R.A. Regular meeting first and third Friday of each month, 8 p.m. Home open at all times. O. O. Box 516.

EDMONTON LODGE NO. 7, A.F. & A.M., G.R.A. Regular meeting third Tuesday of each month, 8 p.m. Home open at all times. O. O. Box 516.

NORTH STAR CHAPTER H.R.A.M. Regular meeting held on each month, 8 p.m. H. B. Stewards, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 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